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hold in regard to the reduced-rate tickets, this Pennsylvania conductor was released and once began a suit for \$10,000 damages for defamation of character against the company. "I don't think the suit was ever pressed, however. The railroad companies have no remedy in cases of theft of this kind except to discharge the man, and this they do."

Gov. Abbott's Plan to Undo It and the Reading Deal at a Blow.

TRENTON, May 8.—Gov. Abbott now has his sleeves rolled up to prevent the consummation of the Reading deal. His purpose is to call an extra session of the Legislature has been abandoned in favor of a plan to knock the bottom out of the big scheme by having the courts declare the recent lease of the Jersey Central to the Port Reading invalid. Control of the

President McLeod's project, and if the tie between these roads is severed the deal, it is said, must necessarily come to naught. The authorities of this State hold the Port Reading, it is said, to be a corporation on paper only, created recently for the purpose of facilitating the Reading's combine. The law of New Jersey prohibits the leasing of its corporations to foreign corporations, and the deal, to get into the deal, which was really announced, it is said, several years ago, had

troned by the magnates of the Reading & Lackawanna, and yet so insignificant that it has never made any returns for taxation to the State Board of Assessors, as by law all railroad corporations are bound to do.

Gov. Abbott has instructed Attorney-General Stockton to file a bill in the Court of Chancery, setting up the lease of the Central & the Port Reading, and charging that the lease is an evasion and fraud on the law forbidding leasing to foreign corporations or non-resident owners and asking for an order

The present railroad law was passed in the first year of Gov. Abbott's first term. The State found it profitable to tax taxes due from foreign corporations, owing to their habit of appealing to the United States Supreme Court, and involving the State in litigation vexatious and expensive negotiations, that Gov. Abbott at a law passed bidding companies incorporated here to use their roads to foreigners unless the consent of the Legislature of New Jersey was first obtained thereto. The act in question further provided that if any company refused or would desire to execute such a lease it should

an abdication, and no such lease should be made. The Board of Freeholders approved an act of the Legislature, nor will the corporations should file an agreement, to be proved by the Governor and Attorney-General, surrendering all rights of exemption from taxation to the Federal courts, appeals to the United States courts, and construction of the laws of the United States, and the fighting corporations to fight out their battles in the authorities of New Jersey in this manner, being the state of the law, it was immaterial, it is declared, for the Central to lease to the Reading, which is a foreign corporation. Hence the Port Reading was incorporated.

neral Stockton is now preparing the papers, and in the course of a few days will have them ready for filing. There is a prospect of a big railroad war, to be fought in this State, which has been the scene of so many great railroad struggles.

The Port Reading will contend that it is as good a railroad corporation as the Reading or Pennsylvania, and the Reading and the Pennsylvania will open their coffers, it is supposed, to help it sustain its claim.

OBITUARY.

Mr. West Va., yesterday morning. Col. Taylor was born in Shepherdstown on May 1815. He graduated at Princeton, and in 1836 married Miss Helen Stockton of Princeton. He was a member of the Assembly of Virginia, a member of the Thirty-sixth Congress, and was within a few votes of being elected Speaker of the House. He is one of the strongest advocates of the famous Crittenden resolutions. Col. Taylor was a member of the Provisional

was on Stonewall Jackson's staff, and after Jackson's death was with Gen. J. E. B. Stewart on an aide on his staff. He was appointed by President Arthur one of the Tariff Commissioners. President Grant appointed him General Commissioner for West Virginia at Philadelphia. He was a classmate and warm friend of Attorney-General Brewster, who gave him a lucrative place in the Department of Justice.

years ago, and was one of the best known and best loved in the community. She was slightly ill for a week, but her death was unexpected. Two of her sisters live in Kingston and her brother in Elmira.

James Bell, who for twenty-seven years had charge of the signal tower nights at the Brookfield crossing, Elizabeth, where the Central Vermont Railroad crosses the Erie, died yesterday of pneumonia, aged 57. He lost a leg in the war, and was one of the founders of Green Post, Elizabeth.

William McE. Brown, a young society gentleman and son of a member of the firm of

Police Captain Hayes of Holoken received a telegram last evening that his daughter, a member of the choir in the Holoken Methodist church, had died. She was suffering with pneumonia. She was known in religion as Sister Mala.

Where Yesterday's Fires Were.

M.—2:15, 247 Canal street, Jenkins & Co., damage \$500; 2:45, 176 Mott street, John Heins, damage \$300; 3:13, 13 North avenue, Daniel Dolan, damage

age; 2.25. 2.018 Madison street, Mrs. Heller, damage \$43. Columbus avenue, Mrs. Schuler, damage; 5.43. 101 Lawrence street, Mrs. Johnson, damage; 5.43. 125 West Sixth street, Mrs. Dow, damage \$175. 314 1/2 North street, Stein & O'Connell, damage \$50.

URNITURE.